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SATURDAY, APRIL 24, 1920.

THE FARM LABOR PROBLEM.

The Rural Land Owners' Association, through its energetic secretary-manager, Honorable Roy Miller of Corpus Christi, is rendering the farmers of the lower Texas country an invaluable service by keeping alive and before the public the ever growing menace of an inadequate labor supply for this and coming crop seasons.

This thing that the American Federation of Labor has suddenly brought forward again, the barring of immigration at the Canadian and Mexican borders for farm labor purposes, is further menacing the food and wearing apparel supply of the United States, as well as the welfare of individual farmers. It affects every farmer who employs labor, who needs it to help him in harvesting his crops. And strange as it may seem, it is requiring unceasing pounding on the part of those who realize the situation to make the farmers themselves realize it.

The true situation, the fact of the existence of an appalling shortage in labor, the fact that even the lifting of the restrictions against the immigration of labor has not served to oversupply the sections of Texas nearest the Mexican boundary is evident almost everywhere throughout South Texas farmers and ranchmen are complaining constantly that labor is scarce. In the small cities and towns of South Texas there is more work to be done than there is men to do it.

It is possibly true that in some of the large cities of the state, such as Houston, San Antonio, El Paso, perhaps, and maybe some others, there may be a surplus, but if so, it is a class of men who seek the populous centers for reasons of their own and are not overly anxious to work.

The farmers and citizens generally should support the efforts of the Rural Land Owners' Association by themselves placing the actual conditions before their representatives in congress.

Marshal Petain says the American army is out of date. Admitted. But surely the marshal will be equally frank and say that the American army was "all there" along about the late fall of 1918.

Perhaps one reason why the people of the north object to railway strikes at this time of the year is because it prevents their receiving nice cabbage, crisp lettuce, new potatoes and sturdy onions from the Lower Rio Grande.

We repeat, when Kingsville has determined definitely that she is atop the first oil field of the lower coast, she may then be qualified to apply for admission into the Amalgamated Association of Towns of the Lower Rio Grande.

"I am one of the men who believe in the dignity of labor," said Mr. Bailey at Fort Worth, and on the same day the executive committee of the Railway Carmen's Legislative Association, in convention at Dallas, only 32 miles from Bailey's speech, went on record as opposed to Bailey as a delegate to San Francisco and as governor of Texas. And the association represents 7000 qualified voters, according to the chairman of the association's press committee.

With Bailey as governor and Jim Ferguson as president—what! What an unlucky situation that would be.

McAllen is soon to have a Rotary Club. If there is anything abroad worth having and McAllen wants it, McAllen usually gets it. Many months ago that thriving little city turned its attention to Rotary, and soon it is to become a part of McAllen's life.

OTHER PAPERS

FOR THE MERCHANT MARINE.
(Brooklyn Daily Eagle)
No immediate necessity is or can

be much more imperative than that which a senate subcommittee it attempting to meet in preparing what is hoped will prove to be a permanent policy relating to our merchant marine. Thanks to the fortunes of war, we acquired ships, ships and more ships, and the end is not yet. Millions are to be added to the billions invested in them and already we have a marine large out of all proportion to the requirements of our own trade.

The alternative to idleness for the excess is competition with other countries. Competition signifies an effort to gain the business at sea now transacted under flags other than our own. A discouraging phase of the case is that there are what has been described as unpleasant times ahead for our shipbuilders. The difficulties they have to deal with include decreased efficiency and exorbitantly high wages.

Meanwhile, the race for world supremacy is on. Long ago the policy now formulating should have been upon the statute books, so that it will be belated no matter how soon congress takes affirmative action. There is some sort of reassurance in the statement of the chairman of the subcommittee that it will define a "permanent policy" that it will take the "race" into account, and that action will be expedited. There is unequivocal reassurance in the statement that party lines will not be drawn.

Disclosure as to provisions, specific or general, having been withheld, nothing can be said of the nature of them. However, one intimation has been forthcoming. It appears that the war powers bestowed upon the shipping board are not to be withdrawn. They should be supplemented, if necessary. The board was armed with them as a weapon enabling it to curb would-be monopolists, but it should be empowered to meet the emergencies of competition as they arise. They are likely to be "too numerous to mention."

The final test of what is to be enacted will come when our shipowners find themselves handicapped by the differences in cost of operation. They must provide better living quarters, pay higher wages and comply with other requirements their competitors do not have to meet, and they must labor under the disadvantages of prohibition. No permanent policy, so-called, failing to take into account these considerations will be worth much more than a scrap of paper. One of the essentials is that our lawmakers shall see to it that the merchant marine has at least a fighting chance. Some of the restrictions now imposed will convert the race into a sorry exhibition—a walkover for the real contestants.

THE SHADOW OF COMING EVENTS.

(Houston Post)

Whether the tumble in prices of stocks and in future prices of commodities which occurred Wednesday was the result of manipulation, and just another one of those reactions which occur periodically in speculative markets, or whether it was real evidence of a beginning of a substantial movement toward a generally lower price level, it will require several days to fully reveal.

But there are some indications that this big slump was primarily in response to the growing demand for lower prices. The public mind is now thoroughly set in opposition to further advances, and many influences are at work to put a damper on the enthusiasm of speculators on the bull side of the markets.

The overall movement, while a fad, nevertheless is an indication of the sentiment of the people against the high price of clothing. It is picturesque protest against this form of profiteering and speculation. The sentiment is just as strong against other forms of profiteering.

It is to be noted, also, that the Federal reserve bank officials have been repeatedly advising against speculation and urging banks to curtail non-essential loans. That banks have begun to adopt this policy has been apparent for some time, and in some quarters it was directly charged that at attitude of the banks had a good deal to do with the crash of Wednesday.

At any rate, the structure that had been built up by bullish enthusiasts became too heavy and tumbled. They may be able to build it up again, temporarily, but Wednesday's plunge may at least be taken as evidence of the shakiness of the foundation upon which the structure of high prices stands.

It is only a question of time when deflation must occur. This sensational crash may prove to have been a warning of the approach of the post-war period of reckless speculation and profiteering.

An Eloquent Epistle.

A soldier and his buddy had waited many days for letters that did not come. Finally one of them did receive a letter. He opened it in the presence of the other, who watched him enviously. In the envelope there was nothing but a sheet of writing paper, blank on both sides. The one who had received no letter observed: "Well, you haven't anything on me. That's not a letter."

"Sure it is," the other asserted. "It's a letter from my wife. We're not speaking to each other."—Harper's Weekly.

For home consumption Great Britain imports about 30,000,000 pounds of coffee annually.

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"What's in a Name?"

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By MILDRED MARSHALL

LUCINDA

Lucinda is a seventeenth century product. It is the romantic version of Lucy, a name borne by many noble ladies of that period whom poetry preferred to address as Lucinda, under the impression that the latter was more pleasing and popular than the simple Lucy.

Lucinda, of course, signifies light. Her origin is with the Latin word lux, meaning light, which gave rise to the favorite old Roman name Lucius, one born at daylight, or one of fair complexion, as some translations would

have it.

The first feminine form which paved the way for the rise of Lucinda, was Lucia. This name belonged to a virgin martyr of Syracuse whose name of light, being indicated by early painter by a lamp or by an eye, led to the legend that her beautiful eyes had been put out. Santa Lucia was the patroness of Neapolitan fishermen and her name was soon adopted by the Normans.

The daughter of the Earl of Merica was baptised Lucia in the time of Edward the Confessor. France received her as Lucie through the House of Blois. One Lucie, a sister of Stephen, was among those lost in the White Ship. In England, Lucy was the favorite form, until the affectation of the seventeenth century produced Lucinda. Lucy Anne, another popular English version, had its counterpart in Italy in Luciana and in France as Lucienne.

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